Amendments t the Specificati n:

Please replace paragraph 17 on page 8 with the following rewritten paragraph:

-- At the radially inwardly end of each sidewall **16**, a number of rim-engaging surfaces **12** are provided. First, a concave groove **28** is sized and positioned around the circumference to allow the tire **10** to be seated in a rim with an inwardly-projecting seating surface. Second, a ~~lobe-like~~ thickened portion **30** is situated at the end of each sidewall **16**, which as seen in Figs. 1 and 1A, may be formed by tapering the end portion to a greater thickness between walls **20** and **24**. ~~with each of the portions **30** narrowing in cross-section from the sidewall to its end and having a convexly curved outer surface **32**.~~ While a slight separation **34** is shown between the sidewalls **16** in Fig. 1, it will be recognized that upon compressively fitting the tire **10** into a rim, the ~~lobe-like~~thickened portions **30** will be compressed against each other, and the convexly curved outer surfaces will conform compressively into engagement with the internal surfaces of the rim. This means that the tire **10**, while not a closed torus when dismounted from a proper rim due to separation **34**, becomes an effectively closed torus upon mounting. Any air captured in the annular chamber **18** upon the mounting of the tire becomes entrapped and is able to provide a compressible resilient member having a different spring rate than the solid portions of the tire. Alternatively, the tire **10** may be provided with a valve **19** extending to the annular chamber **18** to allow the introduction of pressurized air into this region. In this manner, the tire **10** may be operated as a hybrid compression/tension tire, with the ability to add pressurized air to region **18** possibly providing desirable performance characteristics for various applications. As an example, in a passenger tire, the tire **10** without the introduction of pressurized air to chamber **18**, provides improved performance characteristics, which as hereafter described in more detail, may include decreased rolling resistance, resulting in increased mileage and other attributes associated with the vehicle, which can further be enhanced by the introduction of pressurized air into chamber **18**. It should be recognized for example, that the introduction of pressurized air to chamber **18** will further decrease the rolling resistance of the tire **10**, which for various applications may be desirable. At the same time, the introduction of pressurized air to chamber **18** is not necessary to support the loads for a given duty cycle, and therefore if pressurization is lost from chamber **18**, the tire **10** will still perform, providing extended mobility to the vehicle on which it is used. Further, the construction of tire **10** according to this embodiment is distinct from a conventional tire, where virtually all contact between the rim and the tire is borne on

radially extending sides of the rim and little or none of the contact is made with the radially facing surfaces of the rim. The tire **10** provides support by means of the sidewall **16** in conjunction with the cross member **13**, wherein when mounted to a vehicle, the structure of tire **10** will be loaded under compression to support the vehicle in conjunction with the rim thereof. The design of the tire **10** provides an anisotropic assembly with structurally stable sidewalls **16** even in the absence of any positive pressurization beyond ambient in the annular chamber **18**.